



Chino Valley Flyers

Official Club Newsletter



November 30, 2022

Volume 25 Issue 11

www.chinovalleyflyers.org

"To create an interest in, further the image of, and promote the hobby/sport of model aviation"

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Quote For the Month:

"It is the working man who is the happy man. It is the idle man who is the miserable man"

Benjamin Franklin

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CHINO VALLEY CONTROL LINE FLYERS BALLOON BUST EVENT HELD NOVEMBER 5TH



Frank Sanders Takes his turn at the balloons.

More on page 6.

The winners

John Meyers' F-15 Eagle with Sidewinders



This is a very nice small EDF F-15 with a 64mm in-runner fan, the blue camouflaged color makes it a bit difficult to keep oriented when flying in a clear blue sky. The F-15's red tipped Sidewinders show up well. John bought it at the club swap meet last year.



Bill Gilbert: CVMA President's Message



I hope everyone had a Good Thanksgiving!

As we near the end of the year, it's a good time to reflect on our accomplishments as a club this past year. And to be thankful for the great field that previous club members created for our hobby's' enjoyment.

The club is enjoying a newly expanded facility, record membership numbers, and good recognition by the AMA, our parent organization. I do hope all of you are enjoying the flying field with the increased setup space and parking. We are well positioned to accommodate the increasing enrollment numbers we continue to experience as more folks move to our area.

The weather has definitely turned wintry, but the facility is in excellent shape to enjoy our hobby. Many thanks are in order to

the entire membership for supporting the myriad of changes this past year. I know change can be challenging for some, but hopefully we are all enjoying the rewards now.

I'm sure most of you have read the emails from the AMA informing us that they have been recognized by the FAA as the first CBO (Community Based Organization) for UAS, and as such the AMA can now begin submitting clubs for FRIA (Fixed Remote Identification Area) status.

We have submitted our application for the CVF club to have FRIA status. We now just wait for the process to run its course, but we are on track for official recognition as a FRIA.

We will not be impacted in our operations, but those not flying in a FRIA (club) will have to acquire RID (Remote ID) devices for their aircraft, if they weigh more than 250

grams. The new rules take effect on September 2023, just 10 months away!

We have additional minor upgrades planned for next year that will keep the club looking and functioning as good as it can be. All in the aim to make our time at the club more enjoyable for all, including Control Line flyers.

Please continue to support your club and the volunteers that help make all of this happen. If you see an area where you might be able to help, please do so. Everyone's help counts towards the end goal of having a top-notch club.

See you at the field!

Bill

Flight Instructors

- > Al Morello Chief Flight Instructor
- > Randy Meathrell - Control Line Flying
- > Marc Nelissen-Basics
- > Jack Potter-Gliders

NEWSLETTER

AMA Chapter #3789
Published Monthly

WHAT AIRPLANE COCKPIT IS THIS?



See Page Nine

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



Chief Flight Instructor — *Al Marello*



At Large Member — *Dan Avilla*



At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*





"May I go through again? I'm trying to find something in my purse."

MARK YOUR CALENDARS

Remaining Events for 2022

- ◆ Dec. 2 - Annual Christmas Banquet



WERE YOU BORN IN A BARN?

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD CLOSE & LOCK THE GATE.



SAFETY FIRST

Rick Nichols Club Safety Officer

Editor's Note:

Our safety officer put together a nice review of what has transpired in safety at our flying field for 2022. We have had a good year in safety, thanks for your work in this area Rick.

November 21

Safety tips were centered on Frequent inspections of your airplane. Checking all connection points and working parts of your airplane. After take-offs, flights and landings things do tend to loosen up.

December 21

December we talked about how the club has handled the pandemic in a cautious and safe manner. We also talked about improving our flying skills. Especially Take-offs and Landings.

January 22

This month's subject was the importance of locking the hangar and entry gate. Lock 'em, Spin 'em and Test 'em. We also reminded members that we do not put out trash cans. So if you "**Pack it in, Pack it out**"

February 22

Our subject this month was a story of one of our members in an attempt to build his own battery charger. He learned very fast how easy it is to fill his house up with smoke. We are always gaining new flyers so be as helpful as we can be for them.

March 22

March concerned Hobby Knife

safety on your workbench and Rick brought safety corks for all. Also mentioned was to avoid flying over the new control line area.

April 22

For April, I Plagiarized excerpts from the A.M.A. Safety website. I will not Re-Plagiarize myself again by repeating it. I also again offered Crash Cart drivers training for those not familiar with driving a golf cart. This training is always offered. Just ask me or any Officer. This 2022 review will be continued in the December newsletter.

Rick

Chino Valley Member Flying Machines in Action



Dennis O'Connor's Gas Powered P-51

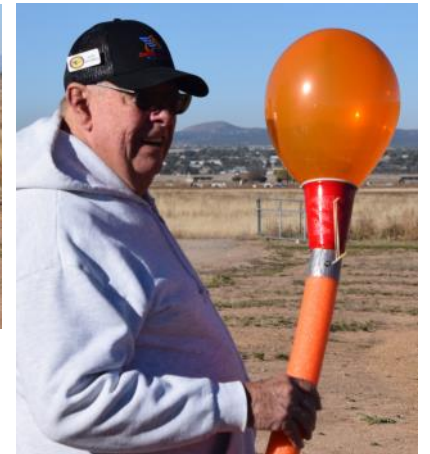


A Cold Balloon Bust Practice Session held October 29th

1 — Steve Zingali on target...



2 — Pow...success



Randy Meathrell the "Balloon Master!"



Some of the pilots like Rick Nichols above, took out the balloon holders but not the balloons!



Dave Domzalski was the expert this day.



Forest Ellis hits another one dead center. He braved the cold day in shorts!



Terry Steiner hit everything but the balloon!



Editor Bob Shanks' UFO



Some of our Club Member's Wild Flying Models



John Meyers EDF Hawker Hurricane.



Bob Vaught is flying his very small helicopter below.



John Meyers FW-190 from Horizon Hobby.

Correction from Last Month

Your editor misspelled **Jerry Lang's** name at the right pictured with Al Iamaceli. Sorry about that Jerry, it does happen occasionally try as I do to keep errors under control.



Dave Domzalski at right is flying one of his control line planes from the C/L circle as photographed from the main runway area.



Bob Shanks Funmaster.

Photo by Al Weikart.



Dennis O'Connor's nice scale gas powered P-51 landed just short of the runway.



Air Force Magazine Renamed Air & Space Forces Magazine



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Control Line Balloon Bust Event Held Saturday November Fifth

The very first event held on the new control line circle is now part of Chino Valley Flyers history. Its obvious control line is an active part of the club and the circle well used by members that also enjoy control line flying as well as RC.

First place was a tie in point totals between **Forest Ellis** and **Randy Meathrell**. We considered a fly off to determine the winner, but Randy's plane was not flyable, so Forest was declared the winner. Randy took second place, **Steve Zingali** third place and **Dave Domzalski** 4th. Simple prizes were awarded to 4th place. Harold Ellis won the most spectacular crash award and received his prize, a box of Captain Crunch cereal!

Special mention: **Carol Meathrell** as the timer, **Jeff Moser** as balloon machine operator, and a new member, **Mark Cotter** was the scorekeeper. **Article by Gene LaFaille**



The wild balloon buster flyers left to right: **Frank Sanders, Dave Domzalski, Steve Zingali, Randy Meathrell, Mark Cotter, Harold Ellis, Rick Nichols, Terry Steiner, kneeling Jeff Moser, Gene LaFaille** and **Forest Ellis**.



Winners left to right: **Dave Domzalski** 4th, **Steve Zingali** third place, **Randy Meathrell** second, **Forest Ellis** First Place and **Harold Ellis** the most spectacular crash.



Harold Ellis demolishes his airplane and leaves the balloons intact!



Dave Domzalski on target.



Forest Ellis using his glue gun for repairs, at right is **Steve Zingali** coming around but missing the balloons.



Randy Meathrell takes out a balloon.



The Planes of Fame.



Mars Control Line Plane: A Design from the 1950'S



Our club member *Gene LaFaille* used to own a hobby shop and of course is also an avid C/L flyer as well as flying RC. At right is his electric powered RC version of the famed Mars control line model. He sent me an article by Bob Palmer who designed this plane from an old *Model Airplane News* (MAP) magazine construction article from [August of 1952](#). This was one outstanding control line stunt plane from the 1950's, Gene flew his RC version recently at our field. The old black and white image below was also from the MAP magazine article. There was a kit for sale recently on Ebay listed at \$236.

If you are interested in building either control line or RC version Gene said he found his plans. You could even pay *Steve Zingali* to cut out some of the parts with his CNC for you using either foam or balsa.

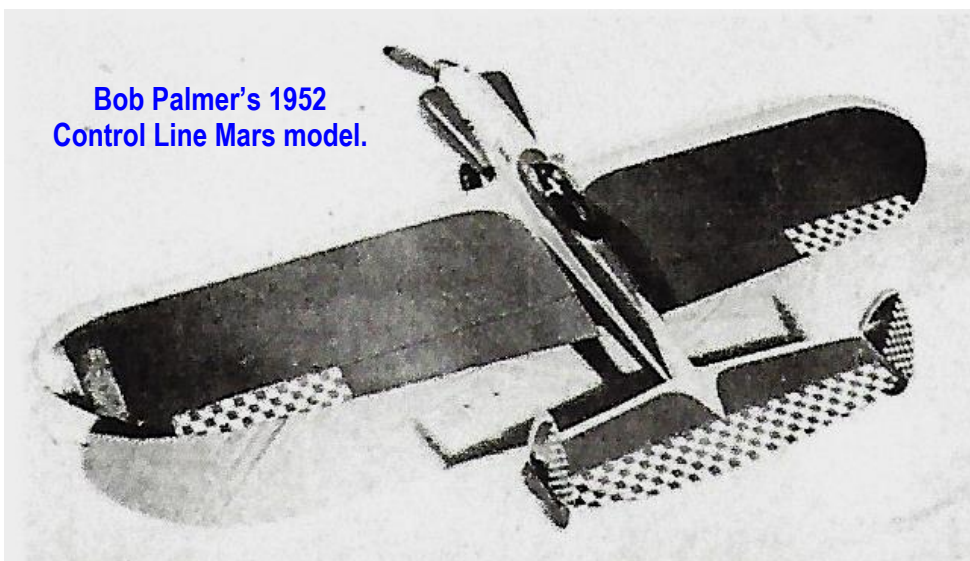
There's a lot of great "old" modeling information available when reading some of these old modeling magazines. Gene also shared a link for accessing some of this great older modeling data:

<https://rcbookcase.com/>

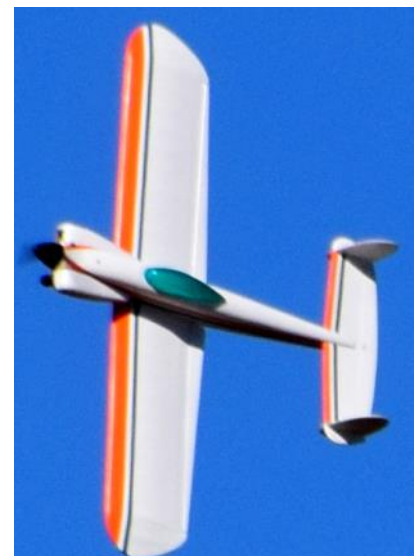


There is a lot of key information on constructing this plane so I am taking some of it from the MAP article that Gene emailed to me. Palmer said the plane was qualified to fly the AMA stunt pattern which he did fly in competition so long ago. Gene's version is a great stable flying RC model. This is a strong well thought out design for either control line or radio control if you still like building once in a while.

The MAP article by Palmer indicates he designed the wing with a 15% airfoil. The double tail fin and tricycle landing gear gives it good stability and handling. He designed trailing edge flaps with 30 to 35 degrees. *Palmer feels trailing edge flaps are the most effective for control line stunting.* The top deck is cut from a soft balsa block. He says to pay close attention to weight for optimum stunt performance. Of course his build in the 50's was for glow power. Our newer electric power plants now would also make it an ideal electric powered C/L stunt ship with few modifications. The landing gear is 3/32 wire soldered double. If interested in building this plane for either RC or control line contact Gene for a copy of the plans and build article.



Bob Palmer's 1952
Control Line Mars model.



NASA Launches Unidentified Aerial Phenomenon (UAP) Study

<https://www.nasa.gov/feature/nasa-announces-unidentified-aerial-phenomena-study-team-members/>

They're UAPs (Unidentified Aerial Phenomena) now, not UFOs according to NASA. The space agency has named 16 people to a new independent study team to start learning more about these unidentified aerial objects.

The team's work officially started Monday October 24, 2022 and will extend for about nine months. Its mission is to lay the groundwork for future study by identifying how all of the data out there can be usefully analyzed "to shed light on UAPs." Its method is to focus "solely on unclassified data."

There are "unidentified aerial phenomena (UAPs)," NASA said in the announcement adding, "There is no evidence UAPs are extra-terrestrial in origin."

"Exploring the unknown in space and the atmosphere is at the heart of who we are at NASA," Thomas Zurbuchen, associate administrator of the Science Mission Directorate at NASA Headquarters in Washington, said in announcing the team. *"Understanding the data we have surrounding unidentified aerial phenomena is critical to helping us draw scientific conclusions about what is happening in our skies."*

The study team's chair is David Spergel, president of the Simons Foundation where he was the founding director of its Flatiron Institute for Computational Astrophysics. Spergel's interests "range from the search for planets and nearby stars to the shape of the universe, NASA said. "He has measured the age, shape and composition of the universe and played a key role in establishing the standard model of cosmology. A MacArthur "Genius" Fellow, Spergel has been cited in publications more than 100,000 times."

On the team are data experts, an oceanographer, an astronomer, a Federal Aviation Administration accident investigation expert, a professor of electrical and computer engineering and director of a center on space physics and Scott Kelly, a former NASA astronaut, test pilot, fighter pilot and retired U.S. Navy captain.

As previously announced, the independent study team is chaired by David Spergel, president of the Simons Foundation. *"NASA has brought together some of the world's leading scientists, data and artificial intelligence practitioners, aerospace safety experts, all with a specific charge, which is to tell us how to apply the full focus of science and data to UAP,"* said Evans. The findings will be released to the public in conjunction with NASA's principles of transparency, openness, and scientific integrity, according to the NASA release.

Editor Comments

When the U.S. government released a much-anticipated report on UFOs a year ago, many were perplexed that it couldn't explain 143 of the 144 sightings it examined. (In the single closed case, the report concluded the mystery object was a large, deflating balloon.) "Where are the aliens?" cracked one headline.

The truth was still out there. So was any sense of who had conducted the analysis, because the Office of the Director of National Intelligence, which released the study, provided no details about who had investigated the cases. Last week, however, a former Department of Defense (DOD) astrophysicist and reality TV personality named Travis Taylor asserted that he was the 'chief scientist' for the congressionally mandated study.

The revelation shocked UFO skeptics in the science community. They note that Taylor has made extraordinary claims during TV appearances, including to have seen more UFOs than I can count," and that he's been tracked by supernatural entities that caused his car and appliances to malfunction. *"I find it very difficult to believe" federal authorities gave Taylor a prominent role in preparing the UFO report"*, says Seth Shostak, an astronomer at the SETI Institute who is familiar with Taylor's involvement with *Ancient Aliens*, a cable TV show that promotes UFO narratives. Some scientists like Shostak still find it difficult to believe the show's data despite the fact much of it has been very well verified and is accurate.

Travis Taylor has all the right qualifications despite his appearances on the that TV show. The show does a good job of verification on all of the sightings and the data involved according to other independent verifications and sources. Of course it's a TV show so they add drama and other methods to get the information out to viewers in an entertaining way.



DoD UAP image from 2015

Mystery Cockpit: KC-390*

The KC-390 is a medium-weight, multi-mission tactical aircraft designed and developed by Embraer, an aerospace company based in Brazil. It is the largest and most complicated aircraft ever built by Embraer.

The KC-390 can carry out a range of missions, including humanitarian support, medical evacuation (MEDEVAC), search and rescue, and aerial refuelling. Furthermore, it can be deployed to transport and launch cargo and troops and perform paratrooper operations.

Embraer, one of the world's largest aircraft manufacturers, received a \$1.3bn development order from the Brazilian Air Force (FAB) for KC-390 medium-weight military transport jet in April 2009. The new high-wing aircraft made its first flight in February 2015.



KC-390 Development

A study on the KC-390 (earlier named C-390) aircraft was presented at the LAAD 2007. The research and development of C-390 involved an investment of \$600m, which was shared among Embraer and various partners led by the FAB.

The KC-390 prototype was assembled at Embraer's Gavião Peixoto plant in Brazil. Boeing and Embraer signed an agreement to cooperate on the KC-390 aircraft program in 2012.

Embraer and the FAB concluded the critical design review (CDR) of the KC-390 aircraft in March 2013. The definitive aerodynamic and structural configurations, as well as the architecture and systems installations were confirmed for the immediate production of the first prototype aircraft.

KC-390 Design and Features

The twin-turbofan-powered KC-390 aircraft is designed to be reconfigured in less than three hours to support different missions. It can be refueled in flight and can be used for in-flight or on-ground refuelling of other aircraft.

The 20t jet is technically advanced and has fly-by-wire technology, which optimizes mission results to reduce pilot workload. It also helps increase the safety and capability for operating on short and rustic runways.

The military aircraft has a cargo bay equipped with an aft ramp similar to Hercules aircraft and is capable of transporting a variety of cargo (weighing up to 26t), including armored vehicles.

It is outfitted with state-of-the-art loading and unloading systems for handling cargo. The KC-390 utilizes computed air release point (CARP) technology integrated with fly-by-wire system to provide greater accuracy during air dropping, thereby reducing crew workload.

The twin-engine jet-powered Embraer KC-390 integrates the technological solutions developed for Embraer 190 commercial aircraft. It can carry 84 military personnel and the cargo cabin can be configured for transporting the wounded or sick, on MEDEVAC missions. The aircraft weighs approximately 23,600kg and its maximum take-off weight is 74,400kg.

Avionics

KC-390' cockpit is equipped with Collins Aerospace's Pro Line Fusion avionics system which features five 15in, night vision imaging system (NVIS) compatible, high-resolution LCD displays. The advanced human machine interface has an intuitive design with simplified access to functions such as flight planning, hazard avoidance, and aircraft performance monitoring.

The advanced avionics system enables enhanced situational awareness, due to its synthetic vision capabilities and graphical flight planning.

The Pro Line Fusion's open architecture enables the integration of new technologies to meet changing operational requirements.

The system provides operational efficiencies through features such as automated database management, crew alerting system integrated with procedural checklists, and data link-enabled traffic and graphical weather information systems.

Self-protection Features of KC-390 Airlifter

The self-protection suite (SPS) of the tactical aircraft includes detection and countermeasures such as radar warning receiver (RWR), missile approach warning system (MAWS), laser warning system (LWS), enhanced vision system (EVS), and directional infrared countermeasures (DIRCM).

The KC-390 features ballistic armor protection against 7.62mm bullets. It is also equipped with chaff and flare systems to distract and counter incoming missile threats.



*Sources: https://www.thedrive.com/the-war-zone/the-boom-equipped-kc-390-could-be-agile-tanker-the-air-force-needs?utm_term=The%20War%20Zone_Wire_09.22.22&utm_campaign=The%20War%20Zone_Wire_Actives_Dynamic&utm_source=Sailthru&utm_medium=email



Chino Valley Flyers: November General Membership Meeting



Meeting opened at 10:06 PM by President **Bill Gilbert**. New members introduced were **Jim Lucia** and **Jim Stoltman**. **Jenice Ellis** was attending her first meeting. We had approximately 40 members present by headcount.

The October 22 minutes were approved as published. The Treasurer's report was read and approved.

Bill gave a report on the replacement of the Batteries and Solar panel adjustment. The barrier safety fencing has been completed at the west end.

Bill talked about needed improvements to the Control Line Circle areas and listed items that needed to be improved and added. Bill proposed that an expenditure of \$2300.00 be allocated for the project. \$500.00 of that would come from a contribution from the estate of former member **Walt Findlay**. **Jean Greear** made a motion to

approve the funding, seconded by **Harold Ellis** and unanimously approved.

Bill reported that CVF members that would like to fly indoors with CdA once a month may do so by joining CdA for only \$10.00 per year.

Our club has been officially recognized as a Silver Club and November club of the month by AMA. This makes us eligible for Grant Money next year. Bill thanked the membership for all the support in so many ways to make this possible.

Progress with the Federal Aviation Administration Recognized Identification Areas (FRIA) was also discussed. **FRIA is defined by the FAA as "a geographic area where drones can be flown without Remote ID equipment. Both the drone and the pilot must be located within the FRIA's boundaries throughout the operation. In addition, the pilot of the drone must be able to see it at all times**

throughout the duration of the flight."

More information on FRIA can found at the Federal Aviation Administration web site on Unmanned Aircraft Systems (UAS).

Remaining events for the year are the Christmas Banquet Dec. 2

Paul Gendarme brought Cut Kits for sale with the proceeds being donated to the club. He also brought 19 small gliders to give to visiting kids to play with while their parent is flying.

Dave Domzalski brought his B-58 Hustler for show and tell and **Steve Zingali** brought 3 control line airplanes.

Don Crowe won the Raffle Prize. No door prize this month. Meeting closed 10:50 AM.

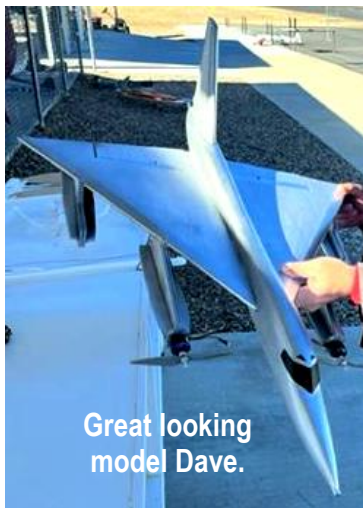
Respectfully **Rick Nichols** acting Secretary. Our regular secretary **Bob Steffensen** could not attend this month's general membership meeting, thanks for filling in Rick.



One of Steve's C/L models.



Dave & his B-58.



Great looking model Dave.



The B-58 Hustler entered service in March 1960, and flew for a decade with two SAC bomb wings. It was considered difficult to fly, imposing a high workload upon its three-man crews.

Door Prize Winner



Don Crowe won the Raffle Prize a nice Bobber kit. No door prize for this month's meeting.



Swap Meet & Short Take Off & Landing (STOL) Two Excellent November Club Events



Trade, Buy or Sell - Club Swap Meet Well Attended

All kinds of bargains, barter, trades and ideas the benefit of the clubs Swap meet. A large crowd of members were present Saturday November 12th.



Short Take Off & Landing Contest (STOL)

What a contest, take off fly out and immediately turn around and land while timed. This a new event and is quite challenging and fun to fly. This event was held Saturday November 19th.



Lee Boekhout, at left did the scoring for the event.

Bill Gilbert's Cessna above, Steve Zingali's White Stick design at right. Below is Mike Benner's E-Flight STOL. Bill won the event.

